

2015 - 2024

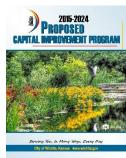
**Proposed** 

Capital Improvement Program (CIP)

March 24, 2015

- Long-term plan for community improvements
- Expenditures aligned with priorities
- Debt levels within benchmarks
- Revenues consistent with past direction





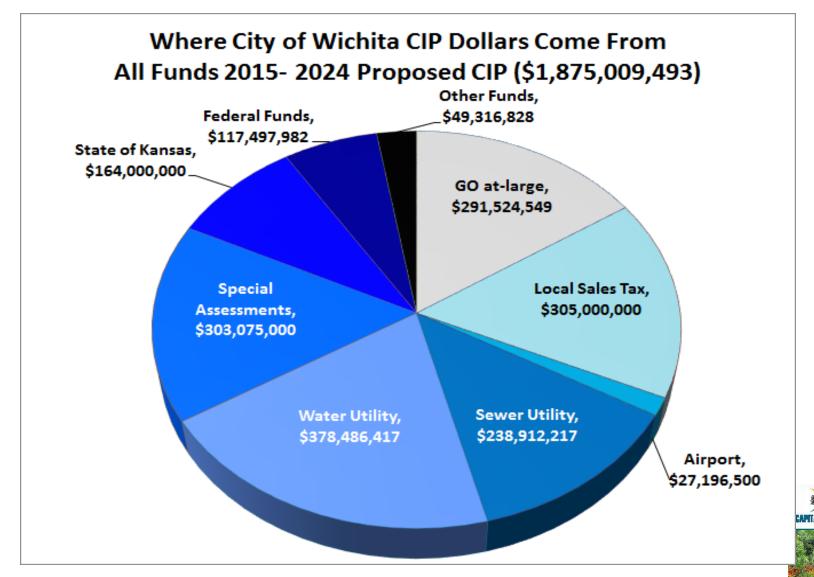
# CIP CALENDAR

- March 24 Council Workshop
- April 21 Council Workshop
- April 23 Advanced Plans MAPC
- May DAB Presentations
- May 7 MAPC Presentation
- May 19 Council Adoption



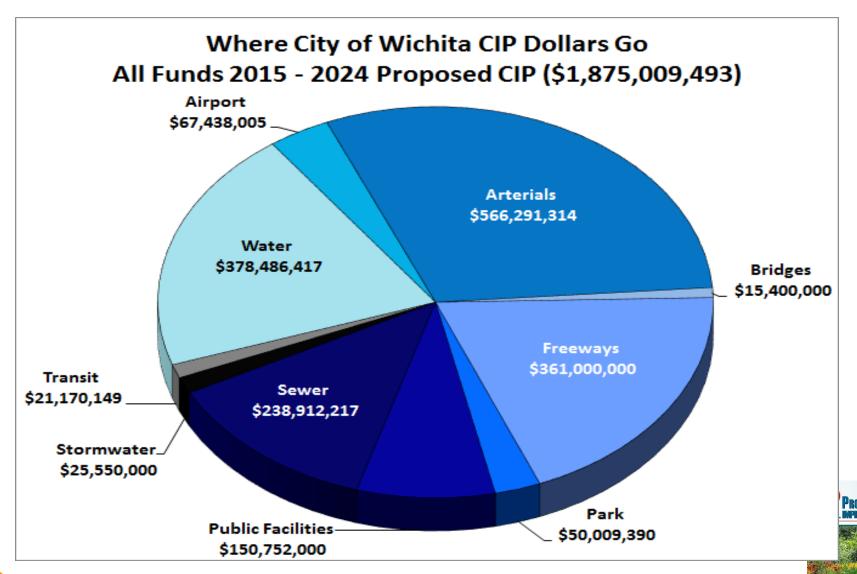


# CIP OVERVIEW





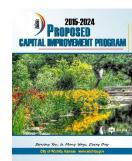
# CIP OVERVIEW





- Based on past Council direction
- Consistent with Comprehensive Plan principles
- Designed around priority areas

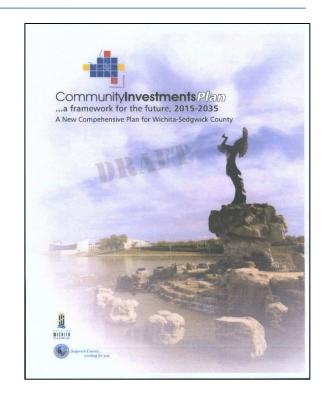




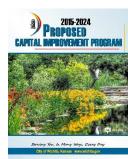
### COMPREHENSIVE PLAN THEMES

# **Guiding Principles:**

- Support innovative, vibrant, and diverse economy
- Invest in quality of our community life
- Take better care of what we already have
- Make strategic, value-added decisions
- Provide for balanced growth, but focus on established neighborhoods







### COMPREHENSIVE PLAN THEMES

Overall funding priorities for infrastructure:

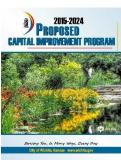
1<sup>st</sup> Maintain and replace what we have

2<sup>nd</sup> Enhance what we currently have

CommunityInvestmentsPlam ...a framework for the future, 2015-2035

3<sup>rd</sup> Expand our current infrastructure





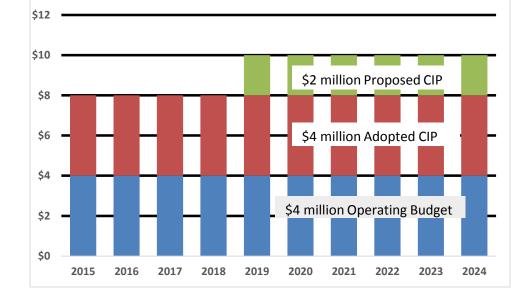
### CIP Proposed Funding

 Arterials - \$9 million to match TIP funds; \$38 million for exisiting streets; \$39 million for

growth areas

 Residential Streets -\$4 million per year (increasing to \$6 million in 2019)
 combined with anoth

combined with another \$4 million in the operating budget







Freeways - \$255 million to complete Kellogg through K-96



 Downtown - \$41 million for street and building projects (\$71 million including the Advanced Learning Center)

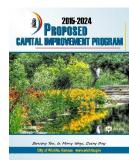


Public Safety - \$67
 million for equipment
 and buildings



 Economic Development \$31 million for WSU Innovation Campus and West Street corridor

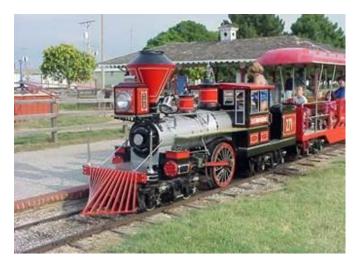




# CIP PROPOSED FUNDING

Park Projects - \$50 million to maintain, enhance, and improve current playgrounds, paths, and parks; and funds aquatics improvements and new park development









- GO at-large debt levels will increase, but remain below the benchmark
- LST debt levels will increase, but will be below benchmarks
- The combined debt service coverage ratio will remain above the required ratio of 1.2 based on projected Water and Sewer debt levels



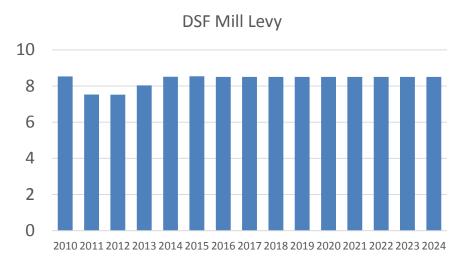
# CIP DEBT LEVELS

| MEASURES OF DEBT CAPACITY |                                       |                                |   |   |
|---------------------------|---------------------------------------|--------------------------------|---|---|
| YEAR                      | GO AT-LARGE DEBT / ASSESSED VALUATION | TOTAL GO<br>DEBT PER<br>CAPITA | GO AT-LARGE DEBT<br>SERVICE / GO DEBT<br>SERVICE CAPACITY | GO AT-LARGE DEBT SERVICE / TOTAL PROPERTY TAXES |
| Benchmark                 | 3.70%                                 | \$1,773                        | 66.6%   | 21.00%  |
| 2013                      | 2.44%                                 | \$1,247                        | 49.3%   | 14.02%  |
| 2014                      | 2.43%                                 | \$1,637                        | 39.7%   | 12.04%  |
| 2015                      | 2.40%                                 | \$1,534                        | 44.0%   | 13.83%  |
| 2016                      | 2.73%                                 | \$1,560                        | 52.8%   | 16.56%  |
| 2017                      | 2.63%                                 | \$1,497                        | 56.8%   | 17.79%  |
| 2018                      | 2.55%                                 | \$1,482                        | 61.0%   | 19.23%  |
| 2019                      | 2.52%                                 | \$1,427                        | 66.6%   | 20.99%  |
| 2020                      | 2.15%                                 | \$1,404                        | 56.3%   | 17.72%  |
| 2021                      | 1.83%                                 | \$1,435                        | 47.4%   | 14.89%  |
| 2022                      | 1.67%                                 | \$1,367                        | 49.9%   | 15.66%  |
| 2023                      | 1.25%                                 | \$1,301                        | 46.7%   | 14.65%  |
| 2024                      | 0.92%                                 | \$1,355                        | 39.1%   | 12.27%  |



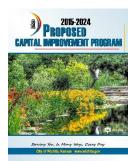
### **CIP REVENUES**

Continuation of current
 8.5 mill levy for Debt
 Service Fund



- Moderate Water and Sewer rate increases based on PWU's COSA and projections
- Continuation of current rates in other areas



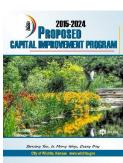


# **New Water Supply**

# Estimated cost of \$200 million

- Could fund with additional rate increases (24%)
- Could implement in phases
- Could defer or eliminate discretionary projects



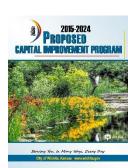


#### **Residential Streets**

Stabilize Street Conditions - \$30 million

- CIP adds \$2 million a year starting in 2019 (to CIP base of \$4 million and \$4 million in operating budget)
- Could shift LST funds away from Freeway improvements to streets in 2020
- Could shift other CIP priorities





# **Economic Development**

Initial Plan was \$80 million for incentives, training, and infrastructure

 CIP includes \$31 million in infrastructure spending: Innovation Campus; West Street Corridor



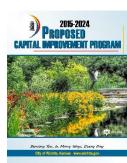


#### **Transit**

Initial Plan was \$40 million for Transit

- Transit issues concern both operating and capital financing
- Could shift from other CIP priorities



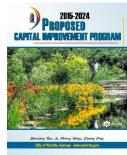


Arterials - Leverage TIP dollars (\$9 million);
 rebuild current streets (\$38 million); fund growth
 projects in out years (\$39 million)



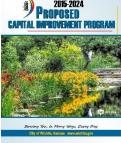






- Freeways Complete East Kellogg to K-96 (\$255 million); shift to West Kellogg in 2020 (\$100 million)
- Public Safety Rebuild substations, P&E, and Training Center (\$21.4 million)



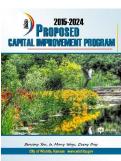




- Stormwater Maintain the current ERU rate (\$26 million in projects); additional projects would require rate change or other sources (GO at-large funding)
- Downtown Continue funding for various improvements (\$41 million excluding the Advanced Learning Center)









- Building Maintenance Allocate \$27 million for building maintenance; staff has estimated between \$400 - \$600 million in potential deferred maintenance needs
- Library Improvements Provide \$30 million for the Advanced Learning Center; develop a plan to determine the appropriate branch model and needed improvements



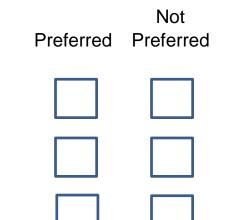
 Bike Improvements - Maintain GO at-large funding (\$2 million) to match anticipated grants, with \$500,000 to complete current projects

 Park Projects - Increase funding (\$50 million) for enhancements, as well as maintenance and improvement of current assets

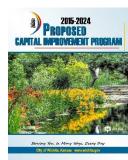




- Water Supply
  - Fund in phases
  - Fund by shifting other projects
  - Fund with rate increases







Residential Streets

Economic Development

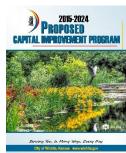
Transit

Just More Right Less





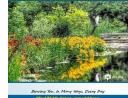






- Streets
  - Rebuilt in existing neighborhoods
  - Construct in new growth areas
- Freeways
  - Continue to use LST for improvements after 2020
- Public Safety







|      | Jusi  |      |
|------|-------|------|
| More | Right | Less |







- Stormwater
  - ERU-funded projects
  - GO at-large funded projects
- Downtown
- Building Maintenance
- Library Improvements

















- Bike Path Improvements
- Parks
  - Maintain current locations
  - Enhance current locations
  - Construct new locations













# **Questions and Discussion**

